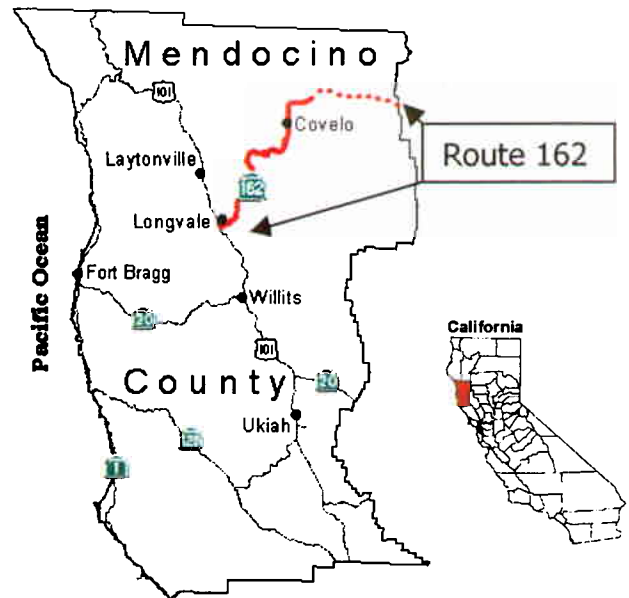




ROUTE CONCEPT REPORT

ROUTE 162 CORRIDOR



01-MEN-162-KP 0.0/95.4 (PM 0.0/59.3)

All information in this Route Concept Report is subject to change as conditions change and new information is obtained.

I approve this Route Concept Report as an analysis and conceptual long-range guide for Caltrans, our Regional Transportation Planning Partners, local entities, and the public.

Approval Recommended:

Approval Recommended:


1/11/02
CHARLIE FIELDER Date
Deputy District Director
Program/Project Management


1/10/02
CHERYL S. WILLIS Date
Deputy District Director
Planning

Approved:


1/14/02
RICK KNAPP Date
District Director
District 1

JANUARY 2002

ROUTE 162 RCR

ROUTE CONCEPT REPORT

Statement of Planning Intent

The Route Concept Report (RCR) is a planning document which describes the Department's conceptual improvement options for a given transportation route or corridor. Considering reasonable financial constraints and projected travel demand over a 20-year planning period, the RCR considers transportation facility needs for each route or corridor. The RCR is a tool for implementing interregional and statewide continuity of the State's transportation network, and will be updated as needed as conditions change, or new information is obtained.

Purpose of the Route Concept Report

The objective of the RCR is to have local, regional, and state consensus on route or corridor concepts, improvement goals, and strategies. This document provides concept information only and does not determine policy nor establish a course of action. Route Concept Reports are prepared by District staff in cooperation with local and regional agencies.

Assumptions

The following assumptions form the basis for the development of Route Concept Reports:

1. The relative importance of State highways in the District is generally based on functional classification. In general, higher priority is given to major improvements on principal arterial routes as compared to minor arterials and collectors.
2. State highways with improvement concepts must have realistic concept levels of service. Concept levels of service are not established on State highways that will only be maintained (since improvements would not be made to address level of service concerns).
3. Level of service calculations are based on the 1997 Highway Capacity Manual (see Appendix A).
4. Determinations of future level of service for State highways in District 1 are based in part upon Statewide and Regional forecasts of State highway travel developed by Caltrans.
5. Route concepts apply generally to an entire route or corridor, unless there are overriding considerations (e.g. a major change in function along the route or feasibility concerns).
6. Major projects will be developed to meet design standards acceptable to the Federal Highway Administration in order to receive Federal funding for projects. Otherwise, a "design exception" must be secured during the project development process.
7. Safety projects will be pursued on an on-going basis in order to be responsive to safety concerns as they are identified.
8. No planned or programmed improvements were assumed to be complete in analyzing present and future operating conditions. The Route Concept Report details programmed improvements in the 2000 STIP.
9. Environmental documents are not required for Route Concept Reports. Individual improvement projects identified in Route Concept Reports will follow established environmental processes when development is proposed as required by law.

ROUTE 162 RCR
ROUTE CONCEPT REPORT
ROUTE 162

01-MEN-162-KP 0.0/95.4 (PM 0.0/59.3)

I. ROUTE CONCEPT AND RATIONALE

FACILITY CONCEPT

The concept for Route 162 in Mendocino County is a 2-lane conventional highway on existing alignment.

Route 162 is a Rural Major Collector, serving the communities of Dos Rios, Covello and Round Valley with access to Route 101. While Route 162 is regionally significant, it cannot effectively compete for capacity improvement funds with other more important routes in the District, generally Principal Arterials. Improvements will be made to the extent Special Public Lands Highway and Federal Forest Highway funds are made available.

LEVEL OF SERVICE CONCEPT

No concept level of service has been selected for Route 162.

Route 162 currently operates at a "C" level of service. With projected traffic increases over the next 20 years, level of service is expected to deteriorate to LOS "D". No improvements are planned to address level of service reductions.

ROUTE CONCEPT FUNCTION

This Route Concept will serve as a guide for long-range planning of Route improvements. It recognizes financial considerations and competing priorities both on this route and other routes in the District. It will protect the state's investment in Route 162, while recognizing financial constraints, which will not allow the programming of extensive improvements for all highways.

II. ROUTE MANAGEMENT STRATEGIES

REHABILITATION STRATEGY

The constructed portion of Route 162 should be maintained as necessary at its present width on the existing alignment.

Based on functional classification, traffic volumes, and maintenance service levels, the constructed portion of Route 162 should be maintained and rehabilitated as necessary at its present width and on its present alignment (portions of the route may be rehabilitated on an exception basis when maintaining the facility would be less cost effective than rehabilitating it).

ROUTE 162 RCR

An exception is the Community of Covelo where traffic volumes are higher, and the existing highway should be rehabilitated as necessary, at its present width on existing alignment.

SAFETY AND OPERATIONAL IMPROVEMENT STRATEGY

No segment of Route 162 has collision rates greater than 1.5 times (150% of) the expected Statewide average. The District has an established collision surveillance and monitoring program, which identifies locations with collision concerns and recommends safety improvements when warranted. **Safety improvements at spot locations will be considered as necessary.**

Bridge replacement, storm damage and operational improvement projects will also be considered as necessary. These projects, in addition to safety projects, should be constructed to appropriate State and Federal standards.

In the late 1980's, Caltrans barrier striped two-lane highways to comply with Federally mandated standards. This reduced the number of passing opportunities (and the level of service) on most two-lane State highways, including Route 162. The impact of barrier striping has been less severe on Route 162 than on some other Routes within the District, since several passing opportunities remain available. It is anticipated that the effects of barrier striping can additionally be mitigated by the construction of additional "turnouts" on Route 162.

GOODS MOVEMENT STRATEGY

Route 162 is a major all-weather route serving the communities of Dos Rios and Covelo and areas of Round Valley along the route and is a collector connecting to Route 101. It is used to transport food and other essential supplies and to transport goods (primarily agricultural) to market.

Consistent with the relatively low truck traffic volumes on this Route, no goods movement improvement projects are planned at this time.

NON-MOTORIZED FACILITIES STRATEGY

Route 162 experiences little non-motorized traffic, except in the vicinity of the Community of Covelo.

Because of the low bicycle volumes and competing priorities, no projects for shoulder improvement along the Route 162 are programmed. Caltrans will work with Mendocino Council of Governments to implement high priority non-motorized improvements as they are identified.

CORRIDOR PRESERVATION STRATEGY

It is anticipated that Route 162 will remain a 2-lane conventional highway, on existing alignment. No substantial long-term right of way needs are anticipated for Route 162. Some right of way may be needed for storm damage reconstruction, maintenance and rehabilitation activities or safety/operational improvements.

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III. ALTERNATIVE CONCEPTS CONSIDERED

No alternative concepts were considered for Route 162 in District 1.

IV. ROUTE ANALYSIS

DESCRIPTION

Route 162 originates at its intersection with Route 101, in the community of Longvale, approximately 13 miles north of the City of Willits. The Route proceeds in a generally northeasterly direction, following Outlet Creek to the community of Dos Rios on the Eel River. Route 162 then contours through mountainous terrain to Round Valley, proceeding along the level valley floor to the community of Covelo. Route 162 is the only access to Route 101 for residents of Covelo and Round Valley. Just northeast of Covelo the constructed State highway terminates and much of the remainder of the Route in District 1 is a gravel road with portions maintained by the County of Mendocino and/or the U.S. Forest Service. MEN-162-KP 0.0/95.4 (PM 0.0/59.3)

The District 1 adopted portion of Route 162 terminates at the Mendocino/Glenn County line. Route 162 is approximately 59 miles long within District 1 with approximately 25 miles of the unconstructed portion of the route not meeting State highway standards. A project to upgrade the entire unconstructed portion of the Route to State Highway Standards was dropped by Caltrans and the Federal Highway Administration in August 1998.

ROUTE PURPOSE

Route 162 is functionally classified as a Rural Major Collector. This Route can be characterized as generally mountainous, with rolling to moderate grades and generally poor sight distance. Its primary function is to connect Round Valley to the area's most important arterial highway Route 101. Round Valley, with a population of approximately (4,000) is the site of the Round Valley Rancheria.

While there are unimproved roads leading east to Willows and north to Alderpoint, Route 162 provides area residents with the only reliable year-round access to urban population centers in Northern California.

Two communities are located along Route 162, Dos Rios (population approximately 150) and Covelo (population approximately 2,200).

ROUTE SEGMENTATION

Route 162 is segmented below for System Planning purposes:

TABLE 1
ROUTE 162 SEGMENTATION

SEG #	MEN 162		DESCRIPTION
	KP	PM	
1	0.0/54.7	0.0/34.0	Route 101 to Short Creek Bridge
2	54.7/95.4	34.0/59.3	Short Creek Bridge to Mendocino/Glenn Co. line. (unconstructed)

ROUTE 162 RCR

LAND USE

Land use adjacent to Route 162 is generally open space and agricultural (primarily ranching). The greater Covelo area has the greatest potential for development; however, little development is anticipated along this route.

EXISTING FACILITIES

Route 162 is a two-lane paved conventional highway, with 0- to 4-foot wide paved shoulders. No passing lanes exist on Route 162. Table II below will summarize existing facility characteristics for the Route 162 corridor in District 1.

**TABLE II
EXISTING FACILITY CHARACTERISTICS
ROUTE 162**

SEG #	MEN 162		DESCRIPTION	EXISTING FACILITY
	KP	PM		
1	0.0/54.7	0.0/34.0	Route 101 to Short Creek Bridge	2-lane conventional
2	54.7/95.4	34.0/59.3	Short Creek Bridge to Mendocino/Glenn Co. line.	2-lane conventional

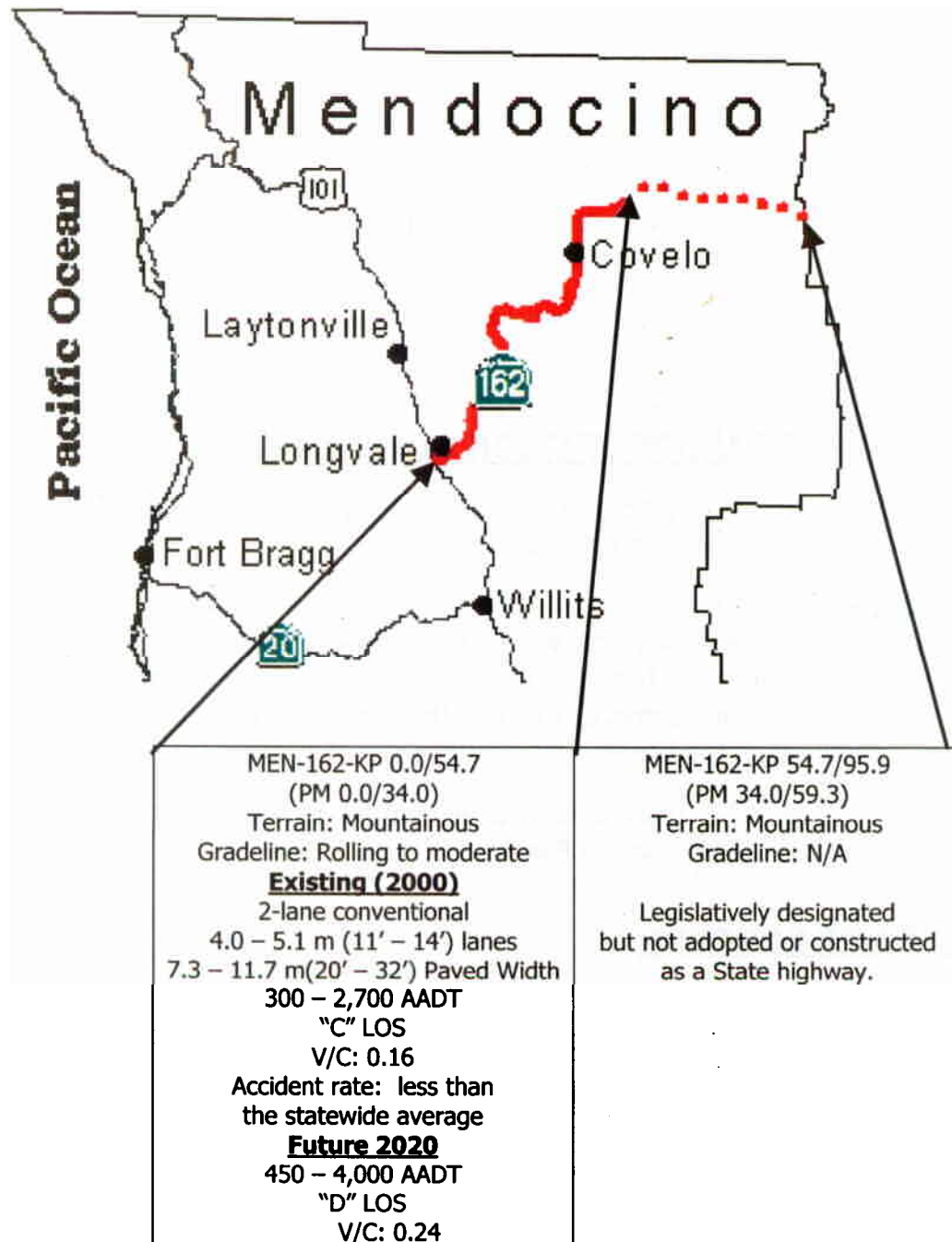
Functional Classification	Rural Major Collector
Eligible for Federal Funding	Yes
Freeway and Expressway System	No
Eligible for Scenic Highway Designation	No
Subsystem of Highways for Extra Legal Loads (SHELL)	No
Surface Transportation Assistance Act (STAA) Trucks Allowed:	No
Strategic Highway Network	No
National Highway System	No
Interregional Road System	No
Public Airports Served	Round Valley Airport
Rail Service	NWPRR parallels a portion of Route 162.
Intercity Bus Service	None
Intersecting State Highway Routes	101
Park and Ride Lots	None

OPERATING CONDITIONS

Present and future operating conditions, including traffic volume ranges, level of service, and volume to capacity ratios for both existing and anticipated future conditions for Route 162 are shown on Map 1 on the following page. Further information regarding specific operating and geometric conditions may be found in Caltrans source documents (e.g., the State Highway Inventory, the State Highway Log, and Traffic Volumes on California State Highways, etc.)

ROUTE 162 RCR

MAP 1 PRESENT AND FUTURE OPERATING CONDITIONS ROUTE 162



PROGRAMMED IMPROVEMENTS

There are no programmed improvements in the 2000 State Transportation Improvement Program (STIP) or the 2000 State Highway Operation and Protection Program (SHOPP).

V. ENVIRONMENTAL CONSIDERATIONS

Principal environmental considerations along Route 162 include:

- The Eel River and its tributary, Outlet Creek, are wild and scenic rivers with critical spawning and nursery fishing habitats with water quality also of significant concern.
- Soil stability is a factor for concern along many areas of Route 162
- Route 162 has archaeological and cultural significant sites where local Native American tribes gather food and materials necessary for everyday life, sites where their ancestors lived and are buried and sacred sites associated with religious activity.
- Rare and sensitive plant and animal species are located adjacent to Route 162 at numerous locations

VI. REGIONAL TRANSPORTATION PLANNING

The 1996/98 Mendocino County Regional Transportation Plan authored by the Mendocino Council of Governments (MCOG) calls for:

Section I – 2.02, 2.20(A)

GOAL Provide an adequate, well-maintained efficient and safe network of state highways that form the central element of the Region's highway road and street system, and provides for both the regional and inter-regional transportation needs of the County. ¹

There are no specific references to development of Route 162 in the 1996/98 Mendocino County Regional Transportation Plan.

VII. AREAS OF CONCERN

The following criteria are used to identify areas of concern on Route 162, based on an analysis of level of service and collision history:

1. A segment is considered to be a "level of service concern" if the concept level of service (LOS) will not be achieved under present or future traffic conditions, or the segment operates at capacity during peak hour.
2. A segment is considered to be a "safety concern" if the total collision rate for a five-year period for that segment exceeds one and one-half times the Statewide average, based on similar facilities.

Based on these criteria, no areas of concern were identified on Route 162 in District 1.

¹ Regional Transportation Plan Mendocino County pg. P-16

VIII. IMPROVEMENTS NECESSARY TO ACHIEVE THE ROUTE CONCEPT

No new facility improvements are necessary to achieve the route concept (maintain only with roadway rehabilitation in the community of Covelo) for Route 162.

Safety improvements should be made, as necessary and operational improvements should be considered on an exception basis.

IX. TRANSIT AND HIGH OCCUPANCY VEHICLE (HOV) CONSIDERATIONS

At this time, Route 162 is not served by bus transit. Low population densities make it difficult to provide cost-effective transit services for Route 162. Due to the rural nature of Route 162, and relatively low peak-hour traffic volumes during commute hours, no HOV considerations are necessary.

X. ACCESS MANAGEMENT

Access management involves managing where vehicles are allowed to enter the highway, to improve highway operations and reduce accidents. Access management concerns are minimal over most of the Route due to relatively low through and turning movement volumes. In some locations, access openings may have less than desirable sight distance, and access management strategies may be beneficial within the greater Covelo area.

XI. ADOPTIONS, RESCISSIONS AND RELINQUISHMENTS

New or changed highway routings generally require adopting a new route and rescinding the previously adopted route. The Route may also be relinquished to a city, county or other public entity.

No significant adoptions, rescissions, or relinquishments are anticipated on Route 162 in District 1.

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APPENDIX A
Level of Service (LOS)

LOS

A



B



C



D



E



F



**Description of Typical
Traffic Conditions**

Delay

**Service
Rating**

Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed, and a high level of comfort and convenience.

None

Excellent

Stable traffic flow – speed becoming slightly restricted. the presence of others in the traffic stream begins to be noticeable. Low resistance on maneuverability.

None

Very Good

Stable traffic flow, but less freedom to select speed, change lanes or pass. Comfort and convenience Decreasing as density increases.

Minimal

Good

Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Reduced maneuverability, driver comfort and convenience.

Minimal

Adequate

Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort and convenience.

Significant

Fair

Forced traffic flow. Speed and flow may drop to zero with high densities. Queues tend to form behind such locations since arrival flows exceed traffic discharges.

Considerable

Poor